

ENVIRONMENTAL ASSESSMENT

EA Number: OR 128-02-08

BLM Coos Bay District Office

Lease/Serial/Case file No: N/A

Proposed Action Title/Type: Request to transport their timber across 2.8 miles of BLM controlled road and to construct approximately 206 feet of road across BLM managed land.

Location of Proposed Action: Jones Creek , T. 29 S., R. 11 W., Section 27, Will. Mer., Coos County, OR.

Applicant (if any): Port Blakely Tree Farms

Conformance With Applicable Land Use Plan: This proposed action is subject to the *Coos Bay District Resource Management Plan & Environmental Impact Statement* and its Record of Decision (BLM, 1995); which is in conformance with the *Final Supplemental Environmental Impact Statement on Management of Habitat for Late Successional and Old Growth Forest Related Species Within the Range of the Northern Spotted Owl* and its Record of Decision (Interagency, 1994). This plan has been reviewed to determine if the proposed action conforms with the land use plan's terms and conditions as required by 43 CFR 1601.5.

Remarks: The Proposed Action is in compliance with the *Coos Bay District Resource Management Plan & Environmental Impact Statement* and its Record of Decision (BLM, 1995) RMP; hereby incorporated by reference. The RMP has been determined to be consistent with the standards and guidelines for healthy lands at the land use plan scale and associated time lines.

I. Purpose and Need for Proposed Action: The applicant has requested access to their land by utilizing 2.8 miles of existing BLM controlled road and constructing a portion of their proposed road across government land to facilitate the harvest of private timber.

II. Description of Alternatives, Including the Proposed Action:

No Action: Should the government deny the request, the applicant will probably modify their harvest plan and proceed as follows: They could attempt to construct the road entirely on their land. This action would necessitate construction of a bridge capable of timber haul across Big Creek and an additional 1400 feet of new road over and above the anticipated 5500 feet of new road under the proposed action. Denying this request would go against the policy of the Federal Government to provide reasonable access to private land owners across government lands.

Proposed Action: The purpose of this proposed action is to facilitate the applicant in logging approximately 160 acres of their land using best management harvest methods. The applicant has requested the use of BLM controlled Roads No. 29-11-23.0 A-B, 29-11-23.1 A-B, and 29-11-26.0 (2.8 miles). In addition they have requested to construct approximately 206 feet of new road across BLM managed land in the W $\frac{1}{2}$ of Section 27, T.29S., R.11 W. Under this plan, the applicant will be constructing approximately 5300 feet of new road on their lands.

They plan to rock their road with a 3 to 4 inch lift of rock. This will assist the applicant to harvest their property in the NE $\frac{1}{4}$ of Section 27, T.29S., R.11 W., Will. Mer., Coos County, Oregon. The road will remain open after the completion of harvest activities for future management actions. The age class of the timber to be harvested is a mixture of 50 year old conifers and scattered hardwoods. This action is a combination of a 60 acre clearcut and a 100 acre commercial thinning. The harvest is planned to be accomplished with a skyline system capable of at least one-end suspension. The applicant has stated that this will be a dry weather harvest operation between May 1 and October 31.

The following design features would be implemented under the Proposed Action:

- ◆ The applicant shall wash all logging equipment and vehicles prior to initial entry to help prevent the spread of noxious weeds and Port Orford Cedar root rot disease.

III. Environmental Consequences:**Environmental Impacts to Critical Elements of the Human Environment for the No Action alternative:**

Critical Elements	Affected		Critical Elements	Affected	
	Yes	No		Yes	No
Air Quality	—	<u>X</u>	T & E Species	<u>X</u> (F)	—
ACECs	—	<u>X</u>	S & M Botany	—	<u>X</u>
Cultural Resources	—	<u>X</u>	S & M Mollusk	—	<u>X</u>
Environmental Justice Concerns	—	<u>X</u>	Wastes, Hazardous/Solid	—	<u>X</u>
Farmlands, Prime/Unique	—	<u>X</u>	Water Quality	—	<u>X</u>
Floodplains	<u>X</u> (P)	—	Wetlands/Riparian Zones	<u>X</u> (P)	—
Native American Religious Concerns	—	<u>X</u>	Wild & Scenic Rivers	—	<u>X</u>
Noxious Weed Management	—	<u>X</u>	Wilderness	—	<u>X</u>
Port Orford Cedar Management	—	<u>X</u>	Energy Development	—	<u>X</u>

P = Private Land

F = Federal Land

Description of additional impacts under the No Action alternative:

Soils: If this action is selected the length of road necessary that will be newly constructed on private lands will increase compared to the proposed action. This additional road will remove more land from timber production and does not fit with the Best Management Practices philosophy. The location of the additional road on private lands is at the lower reaches of the stream network and would cross larger volume, higher order streams. The road would be closer to the stream with less filtering capacity between the road and stream to capture the road disturbance sediment. All of the road construction will be on a Preacher-Bohannon loam soil type on 30 to 60% slopes.

Sediment delivery from this action will be minor. The running surface will be covered with rock and stream crossings will be sized for 100 year events. Since the majority of this action will retain timber canopy after the harvesting action, it is not expected that delivery of sediment will occur in those areas. Some sediment delivery is expected to occur on those acres harvested under the clear-cut method. Streams in this area will not be buffered by live vegetation for up to three years and some fine sediment can be expected during this time. An existing network of cat trails exists on lands (slopes) that can support such a harvest method. Sediment could be routed off these trails with placement of water-bars after harvest thus removing the risk of delivery from this source.

Other actions in the immediate area include additional timber haul and thinning of BLM managed lands, and on a broader scale clear cut harvesting on Coquille Indian Tribe lands to the north. The overall impact from this action is immeasurable at the 6th field watershed scale.

Hydrology/Water Quality: Port Blakely Tree Farms could exercise an easement to the north for access to their lands. However, this would require a bridge installation across Big Creek, increased road building, and an additional stream crossing along this alternative haul route. This scenario would have greater hydrologic risk of structural failure by flooding as well as more pathways for sediment to enter stream channels.

Wildlife, Including T & E and S&M Species: The anticipated affects on wildlife from the private harvest of timber may affect nesting marbled murrelets. Because the applicant can access their land from the north, there would be no daily timing restriction imposed on the harvest operation; see description under Proposed Action.

Aquatic Habitat/Fisheries /Riparian Zones Including T & E Species: If the proposed action does not occur, the applicant will likely utilize an easement to the north off Big Creek County Road. This would entail constructing a bridge capable of supporting loaded log trucks across Big Creek, increased road construction on private land, and crossing an additional stream on the haul route. Impacts to the aquatic resources from this alternative would likely be significant because of the instream work, increased road construction, location of the additional road, and the potential for sediment delivery (see soils above). The effects of the private timber harvest on aquatic habitat and fisheries would be the same under the no action and the proposed action; see description under Proposed Action.

Vegetation, Including T & E and S & M Species: There will be no affect to federal lands under the no action alternative. There may be more potential to introduce noxious weeds on to the private land as it's unlikely that the washing of vehicles

prior to initial entry will take place.

Port-Orford Cedar and Noxious Weed Species: As all activity is down slope from any BLM managed lands, no affect is anticipated under the no action alternative.

Cultural Resources: Because all of the private land has been harvested in the past, no impacts to cultural resources are likely to occur on private land.

Hazardous Materials / Solid Wastes: Because the no action alternative will necessitate the installation of a bridge across Big Creek, there is a slightly higher likelihood of an accidental spill adjacent to or into Big Creek.

Environmental Impacts to Critical Elements of the Human Environment for the Proposed Action alternative:

Critical Elements	Affected		Critical Elements	Affected	
	Yes	No		Yes	No
Air Quality	—	<u>X</u>	T & E Species	<u>X</u> (F)	—
ACECs	—	<u>X</u>	S & M Botany	—	<u>X</u>
Cultural Resources	—	<u>X</u>	S & M Mollusk	—	<u>X</u>
Environmental Justice Concerns	—	<u>X</u>	Wastes, Hazardous/Solid	—	<u>X</u>
Farmlands, Prime/Unique	—	<u>X</u>	Water Quality	—	<u>X</u>
Floodplains	—	<u>X</u>	Wetlands/Riparian Zones	<u>X</u> (P)	—
Native American Religious Concerns	—	<u>X</u>	Wild & Scenic Rivers	—	<u>X</u>
Noxious Weed Management	—	<u>X</u>	Wilderness	—	<u>X</u>
Port Orford Cedar Management	—	<u>X</u>	Energy Development	—	<u>X</u>

P = Private Land

F = Federal Land

Description of additional impacts under the Proposed Action alternative:

Soils:

Actions on Federal Land

Undertaking this proposed action, building approximately 206 feet of new road across the BLM managed lands, and then building road on Port Blakely Tree Farms land, will cross two different soil types. In addition to the 46E Preacher-Bohannon loam soil type in the No Action alternative, the crossing on BLM lands involves disturbance action on a 44E Preacher-Blachly association on 30 to 60% slopes. This proposed action is located on the top of a ridge where the slope is much less than 30% possibly even as low as 15%. There is no delivery mechanism for sediment to be delivered to the stream network from the BLM managed lands. The ability of the plantation to filter the sediment derived from the new construction is sufficient to prevent any delivery. Runoff potential is low due to the location at the top of the ridge and lack of distance to build up surface flows.

Actions on Private Land

The construction techniques on the private land follows Best Management Practices. By crossing the headwaters of streams with a low order of magnitude using properly sized pipes and providing an armored running surface during timber haul sediment generation would be kept to a minimum. The hauling season is expected to be from May through October, normally the period of least precipitation. This will reduce the risk as well as the amount of fine sediment associated with timber-haul. Building less road across the private lands will keep those lands in timber production and prevent road surfaces from being constructed near third and fourth order channels.

Leaving a residual canopy on the 100 thinned acres reduces the potential of delivery of sediment from timber harvest levels to a near negligible level. Any removal of timber using a ground based system could be accomplished from existing skid trails. These trails could then be closed with water-bars to prevent any fine sediment delivery from these surfaces. Harvest of 60 acres using a conventional skyline system should only impact a small percentage of the ground (8-12%) with disturbance depending on size of machine, lift capability and the ability to suspend the logs. Depending on the type and intensity of site preparation employed to increase plantability after logging, slash remaining on the unit will aid in preventing delivery of sediment to the stream network. Normal burning practices can contribute minor levels of soil for up to 3 yrs with the bulk of that material coming the first winter after the burn. After that time green growing vegetation starts to capture the moving particles and keeps them on site. All the above practices will limit the delivery of fine sediment to the streams and be immeasurable at the 6th field watershed scale.

Hydrology/Water Quality

Actions on Federal Land

No impacts are expected to the BLM managed portion of the action if standard Best Management Practices for maintaining water quality and soil productivity are followed.

Actions on Private Land

The unit would be uphill logged under the current proposal. Very little sediment is expected to reach Big Creek with uphill logging, depending on timing and nature of activity.

Harvesting the unit may change the baseline for hydrologic maturity very slightly and is not measurable. There should be no appreciable change in the nature or distribution of peak or base flows. The unit areas are below the rain on snow elevation.

No mitigation is needed or recommended beyond the design features described in the Proposed Action.

Wildlife, Including T & E and S&M Species: The new road will not cause the removal of any suitable habitat from either private or public lands. In addition there are no known Marbled Murrelet or Northern Spotted Owl nests within ¼ mile of the area impacted from the new road construction or the proposed timber harvest on private land. A portion of the haul road is within ¼ mile of unsurveyed suitable Marbled Murrelet and Northern Spotted Owl dispersal habitat. The assumption from viewing the aerial photographs and topographic map is that there are no topographic features to help reduce the noise levels resulting from the timber harvest and associated haul. If, after informal consultation with the United States Fish and Wildlife Service (USFW), the decision is to allow hauling during the nesting season the following mitigation measures shall be applied. There shall be no use of engine brakes, vehicle noise should be kept to a minimum, and between April 1st and September 15th there shall be no hauling across BLM roads until two hours after sunrise and all hauling shall cease two hours before sunset.

Aquatic Habitat/Fisheries /Riparian Zones Including T & E and S&M Species:

Direct and Indirect Effects (Federal land)

The proposed action was evaluated using the National Marine Fisheries Service (NMFS) Matrix of Pathways and Indicators (*Checklist for Documenting Environmental Baseline and Effects of Proposed Action(s) on Relevant Indicator*). No direct effects to aquatic and riparian habitat are expected to occur as a result of the proposed action. Additionally, the proposed action would not prevent attainment of objectives outlined in the Aquatic Conservation Strategy of the Northwest Forest Plan (See Table 1).

Haul Route

The applicant has requested the use of BLM roads (29-11-23.0A-B, 29-11-23.1A and 29-11-26.0) for timber hauling. Hauling would occur on approximately 1/4 mile of paved road, and two miles on a gravel surfaced road (12" lift). The proposed haul route crosses five first and second order, non-fish bearing streams. However, all hauling activities will occur during summer months, which would eliminate the chance of sediment entering the stream channel as a result of the proposed activities.

Road Construction

The applicant has also requested permission to construct 206 feet of new road across BLM land to access timber in Section 27. The road would be constructed across a five year old plantation of BLM reproduction timber and will be cut and fill construction. Road construction will not occur within a riparian reserve and will not have any stream crossings. Road construction will occur during summer dry months. Constructing 206 feet of new road outside the riparian reserve during summer dry months would eliminate the chance of sediment entering a waterbody.

Indirect Effects from Interrelated and Interdependent Actions (Private Land):

The actions proposed on private land could have short and long term impacts on aquatic and riparian habitat. Sediment generated from timber harvest and road construction on private land is expected to be minimal since all operations are planned for summer dry months. However, the harvest may occur along several non-fish bearing tributaries and larger-fish bearing streams (Big Creek). Harvest within one site potential tree of fish bearing stream (Big Creek) and tributaries may result in a loss of vegetation, increased stream temperature, and loss of large wood recruitment.

Endangered Species Act/Magnuson Stevens Act:

The National Marine Fisheries Service listed Oregon Coast (OC) coho salmon under the ESA as threatened on August 10, 1998 (63 FR 42587); and critical habitat for this species was designated on February 16, 2000 (65 FR 7764). OC steelhead were proposed as threatened under the ESA on August 9, 1996 (61 FR 41541), but found not warranted for listing on March 19, 1998 (63 FR 13347). OC steelhead are currently a candidate species. The effects determination for the proposed action is a No Effect on federal land, and a May Affect, Likely to Adversely Affect on private land. Pursuant to the June 20, 2000 (6500 OR931 P) memo on how to proceed on consultation with NMFS for tailholds and rights-of-ways, this analysis will be documented in the Level I team notes and will be included in the application file. The permit holder will be notified of any requirements under ESA on their lands. Additionally, coho and critical habitat distribution is approximately ½ mile from the project area.

The Magnuson-Stevens Fishery Conservation and Management Act (MSA) requires Federal action agencies to consult with the Secretary of Commerce regarding any action or proposed action authorized, funded, or undertaken by the agency that may adversely affect essential fish habitat (EFH) identified under the MSA. The NMFS has found that the existing National Environmental Policy Act (NEPA) and Endangered Species Act (ESA) environmental review process, including the Interagency Streamlined Consultation Procedure for Section 7 of the Endangered Species Act (July, 1999), used by the United States Forest Service (USFS) and the Bureau of Land Management (BLM) for Federal Activities can be used to satisfy the EFH consultation requirements of the MSA.

The proposed project on federal land does not occur within designated EFH habitat for chinook or coho salmon. EFH habitat occurs approximately ½ mile downstream of the project area. The proposed actions on federal land would not effect EFH for coho or chinook salmon.

Vegetation, Including T & E and S & M Species: The timber along the construction route on BLM-administered lands is about 5 years old and is predominately Douglas-fir. No populations or potential habitat for T & E or S & M plant species have been identified in the vicinity of this project; therefore, no impacts are expected to occur.

Port-Orford Cedar and Noxious Weed Species: Green Port-Orford cedar and POC root rot disease, *Phytophthora lateralis* (PL), pockets have been identified along Road Nos. 29-11-23.0, 29-11-23.1, and 29-11-26.0. The BLM administered land along the 29-11-23.0 road and a portion of the 29-11-23.1 road have been sanitized of POC with the Jonesville Slugger T.S. Prior to the mobilization of any equipment, the permittee shall sanitize the remaining 1.7 miles of road along the haul route (from the junction with Road No. 29-11-23.5) in accordance with the following prescription: Port Orford Cedar sanitation areas will be on BLM administered lands. Port Orford Cedar sanitation will consist of cutting or pulling all unmerchantable POC within 30 feet slope distance from the running surface of the haul roads. Unmerchantable trees are 8" DBH and less. No cut trees will be left "hung up" and no trees will be girdled. Cut POC trees shall be completely removed from the running surface of the road to a point of one foot behind the first row of uncut trees. In order to help prevent the spread of noxious weeds and/or Port Orford Cedar root rot disease, the permittee shall wash all logging equipment and log trucks prior to initial entry into the project area.

Cultural Resources: The lack of known cultural resources, gently sloped ground and recent disturbance associated with regeneration timber harvest strongly indicates intact cultural resources will not be affected by this project (either the road construction or subsequent timber stand conversion). However, if any other potential cultural resources are encountered during this project, all work in the vicinity shall stop and the District Archaeologist will be notified at once.

Hazardous Materials/ Solid Wastes: Provisions for Oil Spill Prevention, Control and Counter measures (SPCC) under Oregon Administrative Rule No. OAR 340-108 apply to the use of any equipment using petroleum. In addition, Oregon Forest Practices Act Section No. OAR 629-57-3600, Petroleum Product Precautions, will be in effect. An oil spill containment kit should be on site during operations, and at least one employee shall be familiar with its use. Any reportable quantity release (see OAR 340-108) shall also be reported to the BLM representative.

Environmental Justice: No affect.

Energy Exploration, Development, and transportation: No affect.

Description of Mitigation Measures and Residual Impacts:

The applicant shall sanitize 1.7 miles of BLM controlled road across BLM lands of all Port Orford Cedar, 8 inches in diameter or less, thirty feet each side of the haul route to help prevent the spread of Port Orford Cedar root rot disease.

There shall be no use of engine brakes, vehicle noise should be kept to a minimum, and between April 1st and September 15th there shall be no hauling across BLM roads until two hours after sunrise and all hauling shall cease two hours before sunset.

The period of haul shall be restricted from May 1st through October 31st of each year.

IV. Persons/Agencies Consulted:

United States Fish and Wildlife Service
National Marine Fisheries Service

<u>Preparers</u>	<u>Initials</u>	<u>Date</u>	<u>Speciality</u>
Joel Robb	_____	_____	Myrtlewood Road Manager, Team Lead
Dale Stewart	_____	_____	Soil Scientist
Dan Carpenter	_____	_____	Hydrologist
Nikki Moore	_____	_____	Fisheries Biologist
Stephen Langenstein	_____	_____	Wildlife Biologist
Nancy Brian	_____	_____	District Botanist
Bob Raper	_____	_____	District Noxious Weed Coordinator
Stephen Samuels	_____	_____	District Archaeologist, American Indian Coordinator, Environmental Justice
Tim Votaw	_____	_____	Hazardous Material Specialist
Jim Kowalick	_____	_____	Port Orford Cedar Coordinator
Tim Barnes	_____	_____	District Energy Development Coordinator

Date: May 15, 2002

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FINDING OF NO SIGNIFICANT IMPACT/DECISION RECORD.

I have reviewed this environmental assessment including the explanation and resolution of any potentially significant environmental impacts. I have determined that the proposed action with the mitigation measures described below will not have any significant impacts on the human environment and that an EIS is not required.. I have determined that the proposed project is in conformance with the approved land use plan. It is my decision to implement the project as described in the Description of the Proposed Action section with the mitigation measures identified below.

Mitigation Measures: The permittee shall wash all trucks and logging equipment prior to initial entry to help prevent the spread of noxious weeds and Port Orford cedar root rot disease.

The applicant shall sanitize 1.7 miles of BLM controlled road across BLM lands of all unmerchantable Port Orford cedar thirty feet each side of the haul route to help prevent the spread of Port Orford Cedar root rot disease.

There shall be no use of engine brakes, vehicle noise should be kept to a minimum, and between April 1st and September 15th there shall be no hauling across BLM roads until two hours after sunrise and all hauling shall cease two hours before sunset.

The period of haul shall be restricted from May 1st through October 31st of each year.

Decision recommended by:	NRSA: _____	Date: _____
	NRSA: _____	Date: _____
	NRSA: _____	Date: _____

Decision Approved by: Myrtlewood Field Manager: _____	Date: _____
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Table 1. Documentation of compliance with ACS objectives for the Port Blakely Road Use Permit (for actions on federal land)

ACS Objectives Northwest Forest Plan	Factors/ Indicators (NMFS)	Port Blakely Road Use Permit (EA OR128-02-08)
<p>2,4,8,9 Design features will maintain spacial and temporal connectivity within the drainage network with regard to shade and water temperature (ACS#2), maintain water quality with respect to temperature (ACS#4), maintain vegetation for adequate summer/winter thermal regulation for aquatic species (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Water Quality / Temperature</p>	<p>No canopy will be cut, girdled, or otherwise disturbed in Riparian Reserves, and there will be no direct effect on stream temperature.</p>
<p>4,5,6,8,9 Design features will maintain water quality (ACS#4) in the long term, maintain the sediment regime in the long term (ACS#5), maintain instream flows to retain patterns of sediment routing (ACS#6), maintain vegetation to provide adequate rates of erosion (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Water Quality / Sediment / Turbidity</p>	<p>Road construction (will occur outside RR) and hauling will occur during summer dry months in order to eliminate the chance of sediment being generated and entering a waterbody.</p>
<p>4,6,8,9 Design features will maintain water quality with regard to chemical concentration/nutrients (ACS#4), maintain instream flows to retain patterns of nutrient routing (ACS#6), maintain vegetation to provide adequate nutrient filtering (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Water Quality / Chemical Concentration / Nutrients</p>	<p>Compliance with the Oregon State Forest Practice Rules regarding spill prevention and containment (OAR 629-620-100 Sections 2, 3 & 4) should reduce the possibility of release of hazardous materials to surface waters.</p>
<p>2,9 These design features will maintain spacial and temporal connectivity within the drainage network (ACS#2) and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Habitat Access / Physical Barriers</p>	<p>The proposed project will not create physical barriers or otherwise degrade access to aquatic habitat, nor will it correct any existing barriers.</p>

ACS Objectives Northwest Forest Plan	Factors/ Indicators (NMFS)	Port Blakely Road Use Permit (EA OR128-02-08)
<p>3,5,6,8,9</p> <p>Design features will maintain the banks and bottom configurations of the aquatic system (ACS#3), maintain the sediment regime in the long term (ACS#5), maintain instream flows to retain patterns of sediment routing (ACS#6), maintain vegetation to provide adequate rates of erosion, and to supply coarse woody debris sufficient to sustain physical complexity and stability (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Habitat Elements / Sediment</p>	<p>Road construction (will occur outside RR) and hauling will occur during summer dry months in order to eliminate the chance of sediment being generated and entering a waterbody.</p>
<p>6,8,9</p> <p>These design features will maintain instream flows to retain patterns of wood routing (ACS#6), maintain vegetation to provide an adequate supply of coarse woody debris sufficient to sustain physical complexity and stability (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Habitat Elements / Large Woody Debris</p>	<p>The proposed action would not involve the removal of trees or LWD from the Riparian Reserve.</p>
<p>3,5,6,8,9</p> <p>Design features will maintain: stream-bottom configurations (ACS#3), the sediment regime (ACS#5), stream flow (ACS#6), and amounts and distributions of CWD sufficient to sustain physical complexity and stability (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Habitat Elements / Pool Area (%)</p>	<p>The proposed action would not involve the removal of trees or LWD from the Riparian Reserve. Sediment input is not expected to increase as a result of the proposed action. Thus, pool area (%) would not be altered by the proposed road use.</p>
<p>3,5,6,8,9</p> <p>Design features will maintain: stream-bottom configurations (ACS#3), the sediment regime (ACS#5), stream flow (ACS#6), and amounts and distributions of CWD sufficient to sustain physical complexity and stability (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Habitat Elements / Pool Quality</p>	<p>As described above, LWD recruitment will be maintained. Furthermore, the proposed actions would not affect sediment delivery to streams, thus are not likely to contribute to pool filling. Therefore, the proposed actions are not likely to affect pool quality.</p>
<p>1,2,3,5,6,7,8,9</p> <p>Design features will maintain watershed and landscape-scale features (ACS#1), connections with floodplains and wetlands (ACS#2), the physical integrity of the aquatic system (ACS#3), the sediment regime (ACS#5), stream flow (ACS#6), the timing and variability of floodplain inundation (ACS#7), and amounts and distributions of CWD sufficient to sustain physical complexity and stability (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Habitat Elements / Off-Channel Habitat</p>	<p>No proposed actions would diminish LWD recruitment, accelerate sediment delivery, alter the flow regime, reduce the flood-prone area or impinge on its function; thus would not affect off-channel habitat.</p>

ACS Objectives Northwest Forest Plan	Factors/ Indicators (NMFS)	Port Blakely Road Use Permit (EA OR128-02-08)
<p>2,3,5,6,8,9</p> <p>Design features will maintain stream network connections (ACS#2), the physical integrity of the aquatic system (ACS#3), the sediment regime (ACS#5), stream flow (ACS#6), and amounts and distributions of CWD sufficient to sustain physical complexity and stability (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Channel Condition & Dynamics / Width/Depth Ratio</p>	<p>The proposed actions are not expected to adversely affect in-stream flows, sediment delivery, large wood recruitment, or streambank vegetation.</p>
<p>3,5,6,8,9</p> <p>Design features will maintain the physical integrity of the aquatic system (ACS#3), the sediment regime (ACS#5), stream flow (ACS#6), and amounts and distributions of CWD sufficient to sustain physical complexity and stability (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Channel Condition & Dynamics / Streambank Condition</p>	<p>No activities occur adjacent to streambanks.</p>
<p>1,2,3,5,6,7,8,9</p> <p>Design features will maintain watershed and landscape-scale features (ACS#1), connections with floodplains and wetlands (ACS#2), the physical integrity of the aquatic system (ACS#3), the sediment regime (ACS#5), stream flow (ACS#6), the timing and variability of floodplain inundation (ACS#7), and amounts and distributions of CWD sufficient to sustain physical complexity and stability (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Channel Condition & Dynamics / Floodplain Connectivity</p>	<p>Road construction (~200 ft) will occur outside the riparian reserve and would not alter floodplain connectivity.</p>
<p>1,2</p> <p>Design features will maintain the distribution, diversity and complexity of watershed and landscape-scale features (ACS#1) and the spacial and temporal connectivity within the drainage network (ACS#2).</p>	<p>Watershed Condition / Road Density & Location</p>	<p>200 feet of new road construction would not affect road density at the fifth field scale. Additionally, road construction occurs outside the RR.</p>
<p>1,2,5,6,7,8,9</p> <p>Design features will maintain watershed and landscape-scale features (ACS#1), connections within and between watersheds (ACS#2), the sediment regime (ACS#5), stream flow (ACS#6), the timing and variability of floodplain inundation (ACS#7), and species composition and structural diversity of riparian plant communities (ACS#8), and therefore maintain habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Watershed Condition / Disturbance History</p>	<p>The proposed haul route is not located on unstable areas, and would not affect retention of $\geq 15\%$ late-successional and old-growth habitat in the 5th-field watershed</p>

ACS Objectives Northwest Forest Plan	Factors/ Indicators (NMFS)	Port Blakely Road Use Permit (EA OR128-02-08)
<p>1,3,5,8 Design features will maintain watershed and landscape-scale features (ACS#1), the integrity of the aquatic system (ACS#3), the sediment regime (ACS#5), and species composition and structural diversity of riparian plant communities (ACS#8).</p>	<p>Watershed Condition / Landslide and Erosion Rates</p>	<p>The proposed actions would not include altering the landscape and would not affect landslide and erosion rates.</p>
<p>1,2,4,8,9 Design features will maintain watershed and landscape-scale features (ACS#1), connections within and between watersheds (ACS#2), and species composition and structural diversity of riparian plant communities (ACS#8), and therefore maintain water quality (ACS#4) and habitat for well-distributed riparian-dependent populations (ACS#9).</p>	<p>Watershed Condition / Riparian Reserves</p>	<p>The proposed actions would not involve the removal of trees from the Riparian Reserve. The Riparian Reserves are not expected to be impacted from the proposed activities.</p>